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Participants in the rally were moved in 4,750 boxcars equipped with benches, and 446 passenger cars. Of the 4,750 boxcars used, 2,342 were taken from the pool of reserve cars under the control of the Main Administration for Rolling Stock. The equipping of these cars was started on 6 May 1954. The remaining 2,408 boxcars were withdrawn from the park of operational freight cars after 26 May, washed, disinfected, and equipped with benches between 28 May and 2 June 1954. ³

A total of 1,650 boxcars or 35 percent, was equipped with benches by RBD Dresden; 1,005 or 21.3 percent, by RBD Erfurt; and 850 boxcars or 15 percent, by RBD Halle. During the entire operation, only 32 cars which had suffered major damages had to be replaced. An additional 8 cars developed brake trouble which, however, was not serious and did not necessitate an elimination of these cars. No accidents occurred during the operation. A special agency charged with the control of special trains operating in connection with the FDJ rally was established in Berlin. On the whole, this agency accomplished its mission satisfactorily. During the return movement, at the time of peak traffic, the situation was not always completely under control because of simultaneous difficulties occurring at Friedrichshagen, Blankenburg, and Pankow. Some of the reports required by the Ministry of Railroads were transmitted with delay. Experience proved that the Oberste Zugleitung (main dispatch office) (Ozl) in Berlin was located too far distant from the agency charged with the control of special trains. The Ozl did not always succeed in coordinating regular traffic and special train traffic and direct freight traffic effectively. This was partly because the Ozl and the agency in charge of special trains were not subordinate to one superior headquarters. In the future, it will be necessary to give the Ozl the sole responsibility for the operational control of rail traffic.

Transportation on the Berlin Interurban Railroad System.

Between 3 and 5 June, a total of 107 special trains moved 138,860 FDJ members, covering a total of 1,288.65 km. During the return movement, 86 special trains, carrying 135,800 persons over 1,014.68 km, were employed for interurban traffic. An additional 15 trains composed of elevated train cars (S-Bahnwagen) were available for the handling of FDJ traffic during the 1954 Whitsun rally. ⁴ The increased volume of traffic caused by the FDJ rally could be met without difficulty by the Berlin interurban railroad system. Between 3 and 8 June, the Berlin elevated trains carried 13.4 million passengers; the peak of this traffic was on 6 June, when 3.1 million passengers were moved. During the 2nd FDJ German rally, special train traffic was much higher than during the 1st FDJ rally. On Whitsunday 1953, a total of 2.4 million passengers was moved, and on Whitsunday 1954, 3.1 million passengers were moved. During the 1st rally, 480 special trains were run; 765 trains were run during the 2nd rally. Additional transportation missions assigned to the Berlin elevated railroad system during the FDJ Whitsun rally could be accomplished without serious difficulties.

4. Road Traffic.

A total of 370 buses, 880 trucks suitable for the movement of passengers, and another 350 trucks to be used for the shipment of freight, were requested by the organization bureau set up for the 2nd Germany Rally. A special operations staff was set up for the handling of motor traffic connected with the 1954 FDJ rally. This operations staff had its seat in the building of the State Secretariat for Motor Traffic and Roads. All motor vehicles, employed in connection with the rally were assigned to special motor pools set up at Koenigs-Wendenschloss for vehicles of Bezirke Dresden, Leipzig and Chemnitz (Karl-Marx-Stadt); at Weissensee for vehicles of Bezirke Frankfurt/Oder, Cottbus and Potsdam; at Basdorf (Bahnhof) for vehicles of Bezirke Rostock, Neubrandenburg, and Schwerin; at Dahlewitz-Hoppegarten for vehicles of Bezirke Erfurt, Gera and Suhl; and at Adlershof-Johannisthal for vehicles of Bezirke Halle and Magdeburg. Part of the personnel assigned to these special motor pools arrived in Berlin as early as 17 May. Each motor pool was placed under the care of a foster Polish (Patenbezirk) which was responsible for the material and the equipment to be made available to each motor pool.

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By 5 June, 310 buses and 502 trucks had arrived in Berlin from the Zone, and 62 buses and 450 trucks from Berlin. About 5 percent of the buses and 6 percent of the trucks suffered light and medium damage which could be repaired either by the drivers themselves or at the motor pools within a period of 3 to 6 days. Only 70 percent of the gasoline stored at the special motor pools was actually used.

5. The Berlin Municipal Traffic System (Berliner Verkehrsgesellschaft)

This system controls the Berlin subway, bus lines and streetcar lines. It provided transportation for about 2.6 million passengers on 5 June 1954; 3 million passengers on 6 June; and 2.5 million on 7 June. Normal traffic on the system is about 1.3 million passengers on weekdays and 0.9 million passengers on Sundays.

6. General Conclusions

All branches of the GDR transportation system accomplished the missions assigned to them in connection with the FDJ rally. All special shipments, the handling of which became necessary without sufficient warning, were handled smoothly and without any red tape.

The special Transportation Commission set up at the seat of the organizational commission for the preparation of the 2nd FDJ rally proved to be an efficient central command agency for the direction of all transportation missions connected with the rally. The composition and working procedure of the Oberste Transportleitung (transportation headquarters) functioning as executive organ of the Transportation Commission proved to be a most efficient measure which should be applied again in future large-scale transportation operations.

The cooperation between the individual government agencies involved, the different transportation systems, the organs of the People's Police, and the FDJ functionaries was most satisfactory. The principle of assigning to state organs the responsibility for and the sole authority over all measures connected with the execution of transportation operations proved to be correct. It must be stated that the Central Council of the FDJ again underrated the size and nature of the mission resulting from the movement of large masses to and from Berlin. The Central Council of the FDJ also failed, this time to draw the necessary conclusions from previous experiences. For weeks the representatives of the different transportation systems tried in vain to obtain the information required for the organization and planning of movements. Until the very beginning of the Whitsun Rally in Berlin, orders for the movement of FDJ members were modified and revoked, and this resulted in unnecessary confusion. It must be stated that the Organization Bureau of the FDJ failed to make the necessary plans on time. Another experience was that the agency charged with the control of the transportation operations must concentrate all its energy and time on the transportation program and must not be charged with other tasks.

1. Comment. It had been planned to move 365,000 FDJ members to and from Berlin in 164 freight trains; 14 passenger trains were scheduled to carry 14,000 "Jungpioniere" (Young Pioneers); and 8 passenger trains were reserved for West German visitors. Of these 186 trains, 12 were to be made available by RBD Berlin, 10 by RBD Cottbus, 48 by RBD Dresden, 33 by RBD Erfurt, 11 by RBD Greifswald, 31 by RBD Halle, 16 by RBD Magdeburg, and 17 by RBD Schwerin. Of the 8 trains reserved for West German visitors, 4 were to be assembled in Eisenach, 2 in Schwerin, and 2 in Magdeburg. A total of approximately 400,000 passengers was scheduled to be moved. This number approximately represents the total strength of the Group of Soviet Forces in Germany. This fact indicates that the GDR railroad system in spite of its well-known difficulties and shortcomings would be in a position to carry out large-scale civil or military transportation operations.

2. Comment. This number of 547 locomotives represents about 16 percent of serviceable state-owned steam locomotives.

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3. Comment. The pool of reserve cars under the control of the Main Administration for Rolling Stock is used for the handling of special transportation operations and the peak traffic occurring each fall. By 31 August 1954, this reserve is to be brought to a strength of 3,500 boxcars. The number of boxcars used in connection with the Whitsun Rally of the FDJ represents approximately 15 percent of the total stock of boxcars, while the passenger cars used represent about 7 percent of the total number of passenger cars.

4. Comment. The Berlin elevated train system (Berliner S-Bahn) has a park of operational passenger cars totaling 1,369 units.

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